

## Alaskan Way Viaduct Replacement Program

Stakeholder Group – June 19, 2014

### Meeting Summary

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#### **Stakeholder Group Attendees**

- Linda Anderson, Amalgamated Transit Union
- John Coney, Uptown Alliance
- Layne Cubell (for Robert Nellams), Seattle Center
- Tom Graff, Belltown Business Association
- Bree Moore, Bill and Melinda Gates Foundation
- Marty Oppenheimer, South Park
- Vlad Oustimovitch, West Seattle
- Susan Ranf, Seattle Mariners
- Pete Spalding, Delridge
- Rex Wardlaw (for Stephen DeForest), Magnolia Community Club

#### **Stakeholder Group Members Not in Attendance**

- Warren Aakervik, Ballard Oil
- Jeff Aken, Cascade Bicycle Club
- Glenn Avery, Queen Anne Community Council
- Rachel Ben-Shmuel, Vulcan
- Michael Beranbaum, Joint Council of Teamsters No. 28
- Kris Breton, Compass Housing Alliance
- Barb Chamberlain, Bicycle Alliance of Washington
- Howard Cohen, Seattle Hotel Association
- Jerome Cohen, West Seattle Chamber of Commerce
- Alan Cornell, Nitze-Stagen
- Matt Curry, South Lake Union Chamber of Commerce
- Jan Drago, Alliance for Pioneer Square
- Jason Handaly, Sound Produce
- Ron Hildebrandt, Trident Seafoods at Interbay
- Tim Hillis, Charlie's Produce
- John Huey, American West Bank and Duwamish Transportation Management Association
- Ron Kieswether, Oak Harbor Freight Lines
- Adam Link, CenturyLink Field and Event Center
- John Odland, MacMillan-Piper
- Lee Newgent, Seattle/KC Building & Construction Trades Council
- Vince O'Halloran, Puget Sound Ports Council & Sailors Union of the Pacific
- Robbie Phillips, South Lake Union Community Council
- Lisa Quinn, Feet First
- Ed Shilley, Nucor Steel
- Herald Ugles, International Longshore and Warehouse Union/Pacific Maritime Association
- Eugene Wasserman, North Seattle Industrial Association
- Elaine Wine, Ballard

### **Agencies and Staff in Attendance**

- Todd Trepanier, Washington State Department of Transportation
- Matt Preedy, WSDOT
- Dave Sowers, WSDOT
- Mike Merritt, Port of Seattle
- Bob Chandler, Seattle Department of Transportation
- Eric Tweit, SDOT
- Jessica Murphy, SDOT

### **Agenda Item #1 – Welcome and general updates**

Bob Chandler, SDOT Assistant Director of Strategic Projects welcomed everyone to the meeting and announced his retirement. In response to an action item from a previous meeting, communications staff will email stakeholders to gauge interest in discussing the design for the North Surface Streets Project at a separate meeting or at an upcoming stakeholder meeting.

Bob also asked for feedback on whether or not this location continued to work for everyone for quarterly stakeholder meetings, and the general consensus was that this location is fine.

Dave Sowers, Alaskan Way Viaduct Replacement Program Deputy Program Administrator – Operations, gave an update on the parking mitigation program, including progress on adding new e-Park garages, the success of the Mother's Day event and an increase in partnership garage utilization.

Bob Chandler gave an update on the Waterfront Seattle project. There will be a more extensive update in the fall. The project is currently at 30% design and the roadway portion is at 60% design.

Pete Spalding: The lanes of SR 99 north of the Battery Street Tunnel are too narrow. Buses typically take up two lanes instead of one. Turning vehicles are also a problem.

*Answer: We improved signage and added striping to discourage drivers from making the illegal right turn from northbound SR 99 to Thomas Street. The lanes are wide enough to accommodate buses but some drivers that are not familiar with the area may take both lanes. Traffic engineers will look at this issue again and see if there are improvements that can be made.*

Pete Spalding: Will you be restriping SR 99 north of the Battery Street Tunnel? It is difficult to see the center stripe.

*Answer: We will look into this.*

Tom Graff: What is the general usage for the parking garages that participate in the parking mitigation program?

*Answer: We complete a garage utilization study every quarter. The Pike Place Market garage is one of the busiest. Of the six garages which are part of the program, there are 2,010 spaces occupied which is about 50-60% full.*

Marty Oppenheimer: There is a group that is interested in a trolley on the waterfront. Is there a conceivable way to include that in the waterfront design?

*Answer: It is very unlikely that it could happen. There has been discussion of a historic streetcar on First Avenue, but that would require private investment to maintain the streetcars.*

Linda Anderson: As a member of the Freight Advisory Board, the freight community is concerned about a streetcar on the waterfront. There is a lot of demand on the waterfront since it is a major freight corridor with no substitute from Interbay to Terminal 46. The freight community is generally opposed to a streetcar on the waterfront. I can't speak for Metro, but there is concern from transit unions that streetcars are not as effective as buses.

*Answer: The current waterfront design does not include a waterfront streetcar.*

### **Agenda Item #2 – Alaskan Way Viaduct Replacement Program**

Matt Preedy, Alaskan Way Viaduct Replacement Program Deputy Program Administrator, gave an update on the schedule for repairing the tunneling machine, walked through the conceptual graphics showing the access pit and showed part of the video that STP released depicting the repair plan. He also gave an update on north and south portal construction, including preliminary information about a closure of SR 99 to demolish the SR 99 bridge over Broad Street.

Tom Graff: If the machine breaks again under downtown, how would it be repaired?

*Answer: The contract stipulates that the machine must be able to be repaired from within the tunnel.*

Marty Oppenheimer: The drawings of the access pit show a wall behind the cutterhead and another one farther ahead. What are the various walls of the access pit? (Refer to slide 16, "Excavate then tunnel into the access pit")

*Answer: The gray walls on either side of the machine are already in place, and the underground piles of the access pit are being constructed. The dark vertical wall is the back of a three-sided watertight box, created by injecting grout underground. The dark vertical wall in front of the machine is a safe haven, which is a pre-planned maintenance stop that is made of jet grout where crews can perform final maintenance checks before tunneling under the viaduct.*

Susan Ranf: There is concern about the lack of visibility and a short merge lane on the northbound on-ramp to SR 99 from South Atlantic Street. There are huge back-ups in the afternoon. Is that going to be fixed?

*Answer: We will look into this.*

Tom Graff: Does the Broad Street bridge closure mean that SR 99 will be closed?

*Answer: Yes, it will be closed from Valley Street to South Spokane Street.*

Pete Spalding: Will SR 99 be closed over a long the weekend, Thursday to Monday?

*Answer: We don't have closure details yet, but SR 99 will be closed for four days. We will share more information when we have it.*

John Coney: There are two bridges across Broad Street. Will they both be demolished?

*Answer: Yes, the SR 99 bridge will be demolished by WSDOT and the Mercer Street bridge over Broad Street will be demolished as part of the Mercer Corridor project.*

### **Agenda Item #3: Spokane Street Bridge to Alaskan Way Viaduct Concrete Pavement Rehabilitation Project**

Matt Preedy gave an update on this WSDOT project to repair 81 concrete panels between South Holgate and South Spokane streets.

### **Agenda Item #4 – Elliott Bay Seawall Project**

Jessica Murphy, SDOT Project Manager, presented information about the Elliott Bay Seawall Project's recent milestones including removing a section of the seawall near Waterfront Park, south end work, utility relocation and upcoming work in October on the central waterfront.

### **Agenda Item #5: Changes to work zones near Colman Dock**

Dave Sowers gave an overview of changes to ferry access and work zones near Colman Dock in October 2014. The technical analysis is ongoing and more information will be available in the coming weeks.

### **Agenda Item #6 – Mercer Corridor Program**

Eric Tweit, SDOT Project Manager, gave an update on the Mercer Corridor Program including an updated project schedule and the completion of two-way Mercer and Roy streets. He gave updates on the additional changes at Dexter Avenue North and Mercer Street as well as the Broad Street closure.

Tom Graff: Will the Mercer Street and Dexter Avenue North intersection get worse? Would it be possible to remove parking nearby to improve the situation? Northbound on Ninth Avenue North is also problematic. Is there any solution to this gridlock?

*Answer: I don't know if there is additional parking that can be removed to improve traffic flow. Because of construction, we have reduced Dexter Avenue North to one lane in each direction. If you are exiting Aurora Avenue North at Republican Street, staying on Republican Street is advisable if you are going to I-5. SDOT continues to monitor signal timing but there is a lot of demand on these intersections.*

Tom Graff: The intersection of Dexter Avenue North and Mercer Street is difficult because there is no bike lane. The lanes are also not clearly marked at this intersection.

*Answer: The lanes were restriped in the last few days. During construction of the bypass at the intersection, bikes may have to merge with traffic. Bike lanes will be included on the final configuration of the bypass.*

Linda: I drive a bus on Dexter Avenue North and there is a long distance between bus stops between Denny Way and Aloha Street.

*Answer: We will look into this. King County chose to not relocate some bus stops after closing them during construction.*

Tom Graff: Pedestrians walk where there are no sidewalks or crosswalks in the work zones near Mercer Street.

*Answer: We continue to monitor our signage to ensure pedestrians stay out of the work zone.*

Layne Cubell: Will the bypass at the Mercer Street and Dexter Avenue North intersection alleviate congestion?

*Answer: No, we are shifting the alignment of what exists there already. We are not adding any lanes.*

John Coney: I have noticed an increase in cyclists on Mercer Street.

*Answer: Cyclists have always had the option to ride with traffic.*

Rex Wardlaw: What is the reason for the increased number of cyclists? Is it Amazon employees?

*Answer: I think Amazon is likely part of the reason, since they have brought in so many employees to the area. The growth in South Lake Union has increased faster than what we anticipated.*

#### **Agenda Item #7 Stakeholder group feedback**

Susan Ranf: Can you improve the signal timing at First Avenue South and Edgar Martinez Drive South? There are long back-ups for westbound traffic at this intersection.

*Answer: We understand this intersection is a problem and will continue to look at signal timing.*

Susan Ranf: With the new building opening across the street from Safeco Field, traffic and pedestrian movements have changed on South Massachusetts Street, Utah Avenue South and First Avenue South. There are now about 800 parking spaces in that building. People also appreciate that they can exit SR 99 straight to Colorado Avenue South.

*Answer: We will continue to monitor this area.*

Layne Cubell: I would like an update on the North Surface Streets Project design. Can we discuss at a future meeting?

*Answer: Yes, we can do that in the fall.*

#### **Agenda Item #8: Action items and adjourn**

Bob Chandler wrapped up the meeting. The presentation will be available on the program website and the meeting summary will be emailed to stakeholder group members.

Action items from June 19, 2014 AWW stakeholder group meeting

- ☐ Will you be restriping SR 99 north of the Battery Street Tunnel? It is difficult to see the center stripe.
- ☐ The lanes of SR 99 north of the Battery Street Tunnel are too narrow. Buses are then taking up two lanes instead of one, which backs up traffic.
- ☐ There is limited visibility and a short merge lane at the northbound on-ramp to SR 99 from South Atlantic Street. This is causing major back-ups onto surface streets.
- ☐ Can you improve the signal timing at First Avenue South and Edgar Martinez Drive South? There are long back-ups for westbound traffic at this intersection.
- ☐ There is a lack of bus stops on Dexter Avenue North between Denny and Valley streets. Will there be any stops added to replace those that were closed due to construction?

Remaining action items from March 2014 meeting

- Follow up on horse-drawn carriages using the temporary road beneath the viaduct.
- Provide an update on the current north surface street design. It would give the stakeholders the opportunity to provide input on the design.